

BookletChartTM

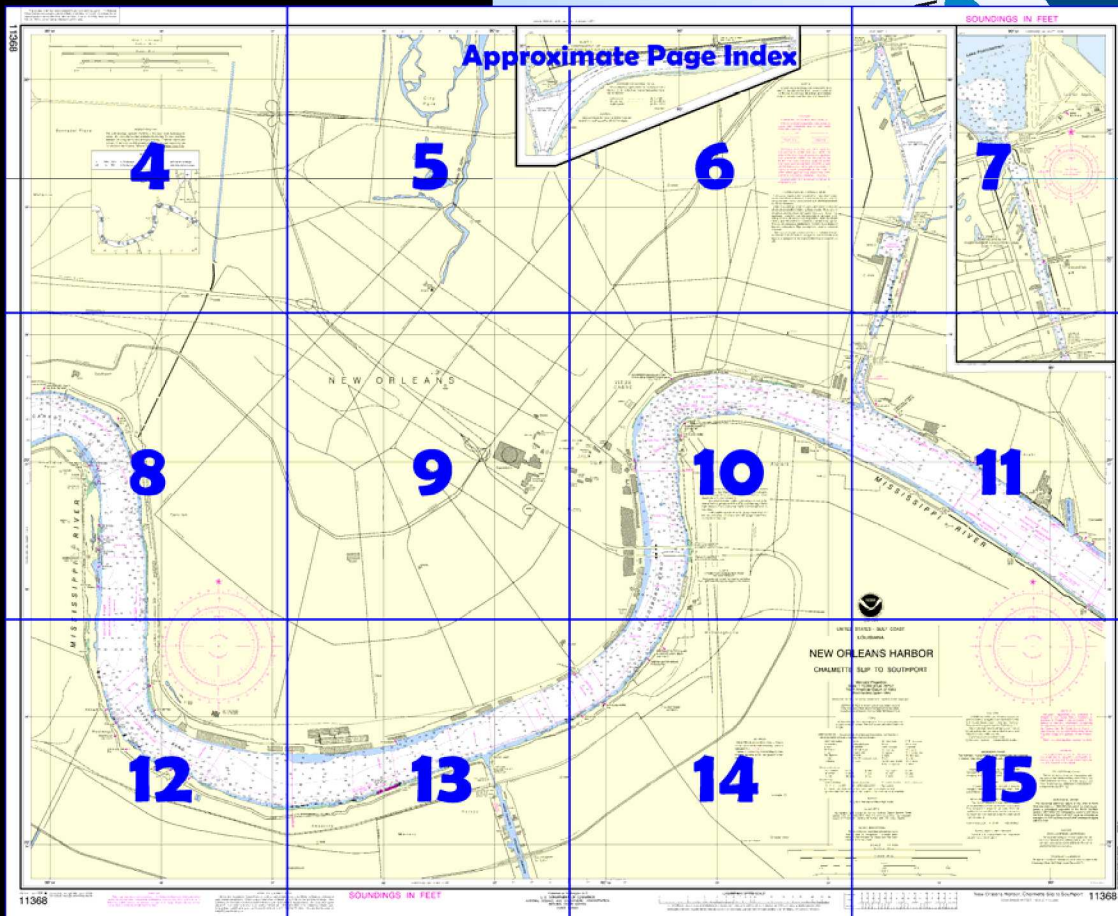
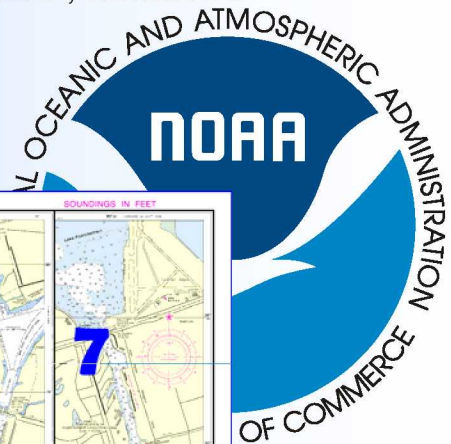
New Orleans Harbor Chalmette Slip To Southport

(NOAA Chart 11368)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

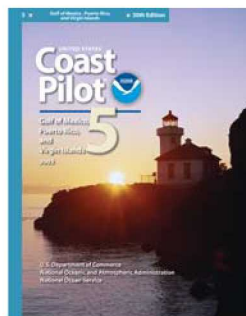
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 7 & 8 excerpts]

(4) **Mississippi River** empties into the N central part of the Gulf of Mexico through a number of mouths or passes which, taken together, form the delta of the river. The river and its tributaries form the largest network of navigable waters in the world. The two principal passes, South Pass and Southwest Pass, are about 1,600 nautical miles from New York, 500 nautical miles from Key West, 300 nautical miles E of Galveston, and 440 nautical miles E of Corpus Christi. The

river is the access to the Ports of New Orleans and Baton Rouge, and the numerous cities in the central part of the United States located in the Mississippi River Valley and along its tributaries, the Ohio, Missouri, Red, Tennessee, and other rivers flowing into it. From the mouth, at the entrance to Southwest Pass, it is about 1,840 miles to Minneapolis, 1,960

miles to Pittsburgh, 1,680 miles to Knoxville, and 1,530 miles to Chicago via the Illinois Waterway.

(142) **Algiers Alternate Route** and **Algiers Lock**, on the S side of the river about 88.4 miles AHP, connect the Mississippi River with an extensive network of inland waterways W of New Orleans. The route is an alternate route of the Intracoastal Waterway leading W of New Orleans.

(146) **Chalmette Slip** indents the N side of the river at about 90.7 miles AHP. Chalmette National Monument, a tall white obelisk, is conspicuous close E of the slip. Berthing for deep-draft cargo vessels is available on the E and W sides of the slip.

(148) **Arabi**, a suburb of New Orleans, is on the N side of the river just W of Chalmette. A deep-draft wharf and a smaller wharf are at a large sugar refinery; one wharf is used by ship service boats and the other by the refinery company.

(149) Just W of the sugar refinery wharf, at the ship service boat wharf, is the landing for the pilot boat. The upriver pilots board vessels off the landing in the section of the river known as **The Point**. The 11364 Here vessels bound for destinations above New Orleans discharge the river pilot and take on board the New Orleans-Baton Rouge Steamship Pilot, or upriver pilot.

(150) On the S side of the river opposite Chalmette and Arabi at **Algiers** are barge moorings, towing company wharves, the large floating drydocks of a large ship repair firm, the U.S. Naval Station, and other towing company wharves and barge moorings.

(153) **Port of New Orleans** is one of the largest ports in the United States. It is located on both sides of the Mississippi River with its lower limit about 80.6 miles AHP, and its upper limit about 115 miles AHP. The limits of the port encompass the parish of Orleans and the river frontage of the parishes of St. Bernard and Jefferson.

(154) The city of **New Orleans** is the major commercial area within the port limits. It is one of the largest cities on the Gulf and is a natural gateway to and from the vast central and S portions of the nation, and particularly to the entire Mississippi Valley with which it is connected by numerous inland water routes.

(157) Abreast of New Orleans on the opposite bank of the river are **Algiers**, which is part of the city of New Orleans, **McDonoghville**, **Harvey**, **Marrero**, and **Westwego**. Algiers and Gretna are connected with New Orleans by ferries operated by the Mississippi River Bridge Authority and the Crescent City Connection Division, Bridges and Marine Administration.

(163) The **Inner Harbor Navigation Canal (Industrial Canal)** offers a deepwater connection between Mississippi River and Lake Pontchartrain, a distance of about 5.8 miles.

(173) **Harvey Canal** is opposite New Orleans about 98.2 miles AHP. The canal and locks connect the Mississippi River with an extensive network of inland waterways SW of New Orleans. The canal is the route of the Intracoastal Waterway.

Table of Selected Chart Notes

Corrected through NM Jul. 28/07
Corrected through LNM Jul.17/07

DISTANCES

Statute Mile distances above Head of Passes are indicated at five mile intervals, and are indicated thus: —◆—

Tables for converting Statute Miles to International Nautical Miles are given in Coast Pilot 5.

HEIGHTS

Heights in feet above Mean High Water.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, La., or at the Office of the District Engineer, Corps of Engineers in New Orleans, La.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1: 15,000 at Lat. 29° 57'
North American Datum of 1983
(World Geodetic System 1984)

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.723' northward and 0.256' westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE D

CRESENT CITY CONNECTION FIXED HIGHWAY BRIDGES

Fixed green lights mark the channel centerline. Red Lights mark the outside edges of the channel.

NOTE

Depths along the wharves are not charted because of continuous silting and repeated dredging in the waterfront area.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New Orleans, LA KHB-43 162.55 MHz

MISSISSIPPI RIVER

The number in parentheses at the lighted aids are distances in statute miles above Head of Passes.



MISSISSIPPI RIVER GULF OUTLET

The controlling depths from the intersection with the G. I. W. W. to the Inner Harbor Navigation Canal are as follows:

Left quarter.....23 ft x 125 ft
Middle half.....25 ft x 250 ft
Right quarter.....28 ft x 125 ft

Jun - Aug 2009

DEPTHS IN FEET at Mean Lower Low Water except in the Mississippi River above the Head of Passes where soundings are referred to the Low Water Reference Plane.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

OVERHEAD CLEARANCES

Bridge and overhead clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

NOTE C

TRAFFIC LIGHTS

For details of operation of U.S. Coast Guard Marine Safety Office, New Orleans maintained Traffic Control Lights in the Mississippi River, consult the Coast Pilot and U.S. Coast Guard List of Lights Volume IV.

Governor Nicholls Traffic Light shows FI R or G 5s, Gretna Traffic Lights shows FI R or G 5s, and Westwego Traffic Light shows QR or G only when Traffic Control Lights are in operation.

Traffic Lights operate when the gauge reads 8 feet on the rise and cease to operate when the gauge reads 9 feet on the fall of the river.

TIDES

At New Orleans, the diurnal range of the tide during low river stages averages 0.8 feet. There is no periodic tide at high river stages.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Mississippi River Commission, Corps of Engineers, Geological Survey and U.S. Coast Guard.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

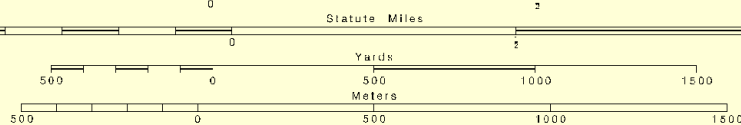
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

11368

90°09' 08' 07'

SCALE 1:15,000
Nautical Miles



Bonnabel Place

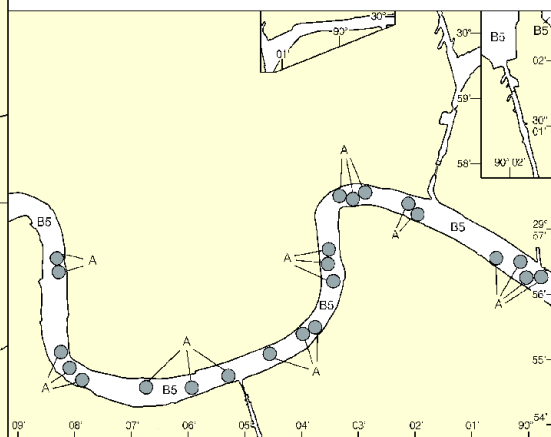
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The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990 - 2001	NOS Surveys
B5	Pre - 1900	NOS Surveys

full bottom coverage
partial bottom coverage



4

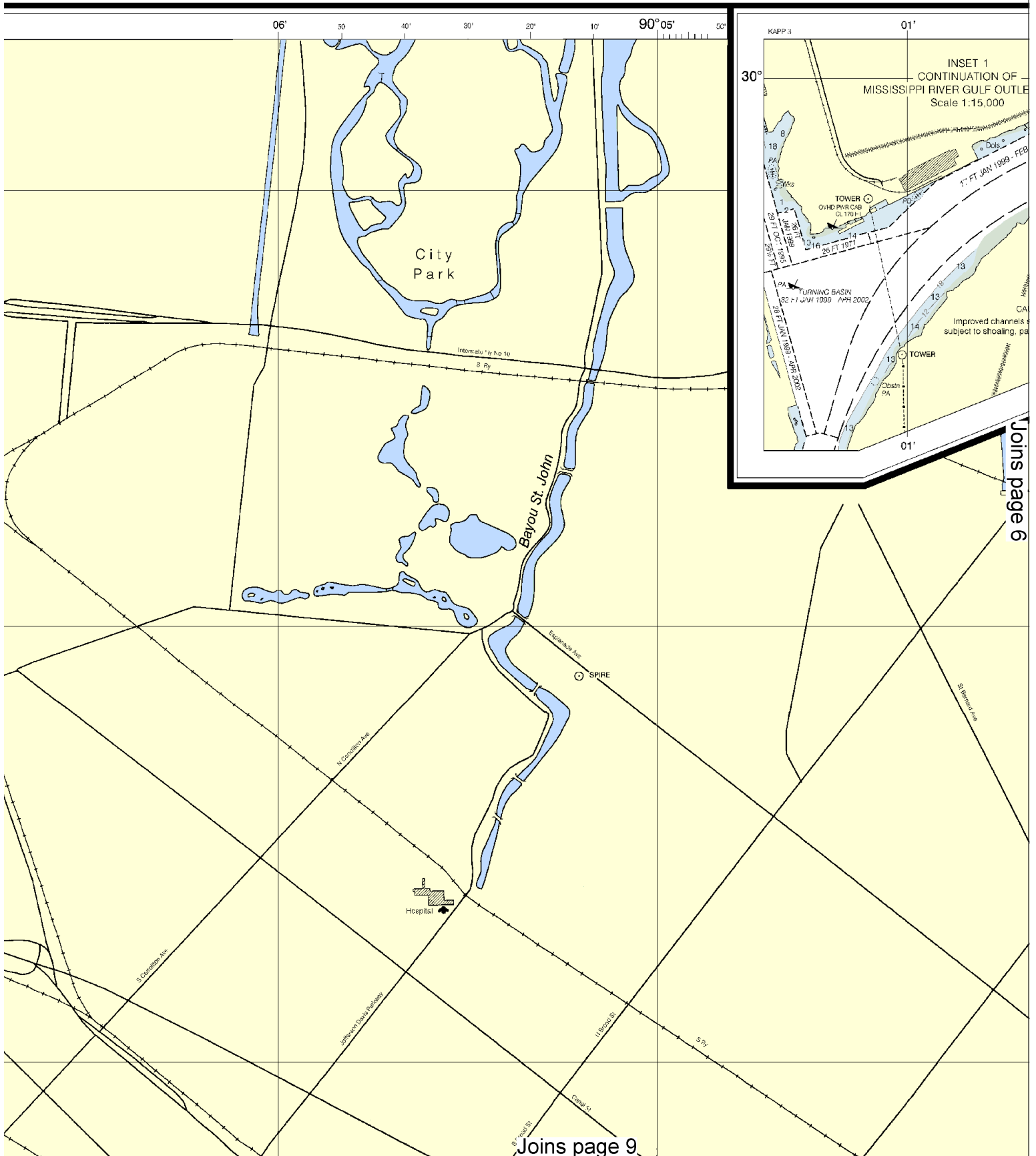


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

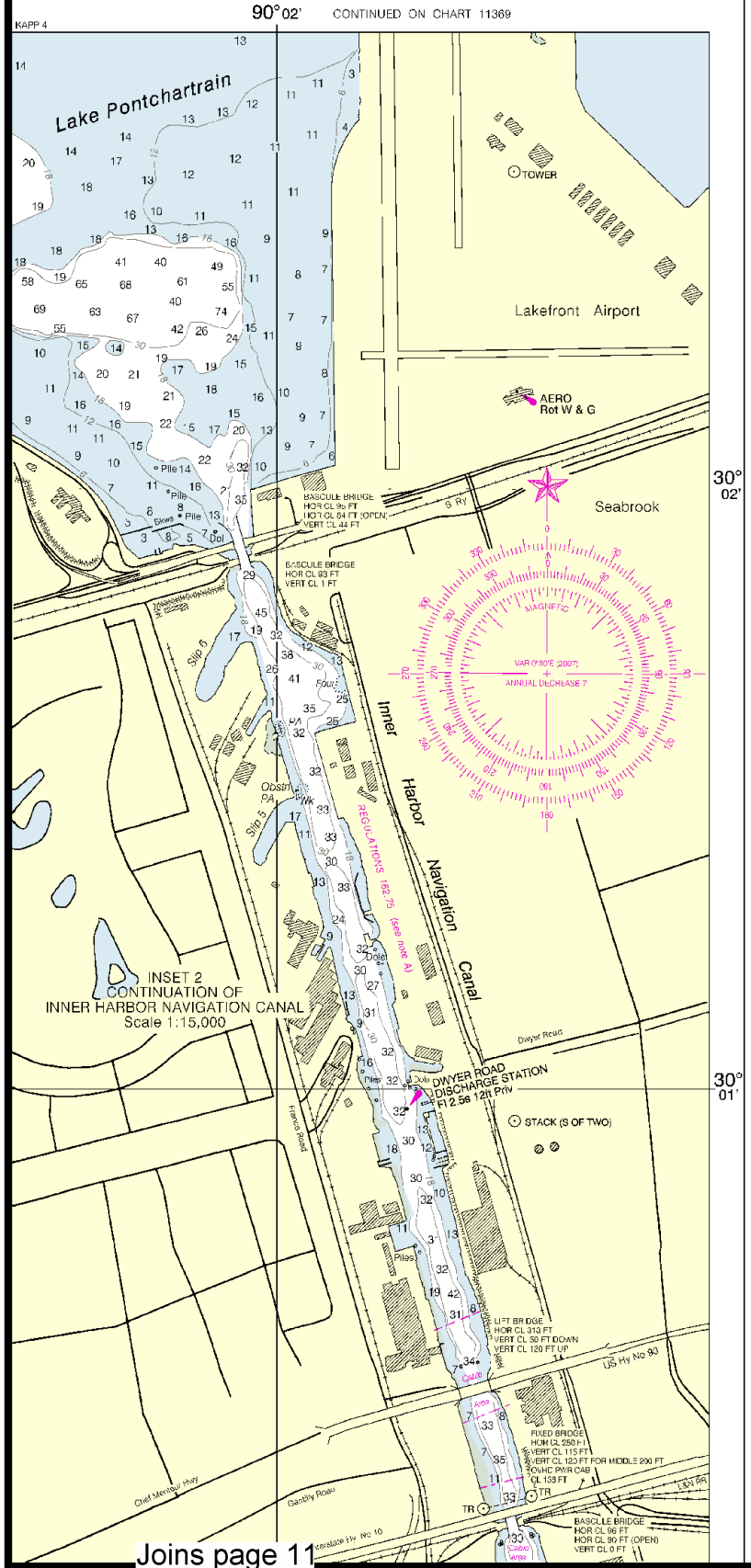
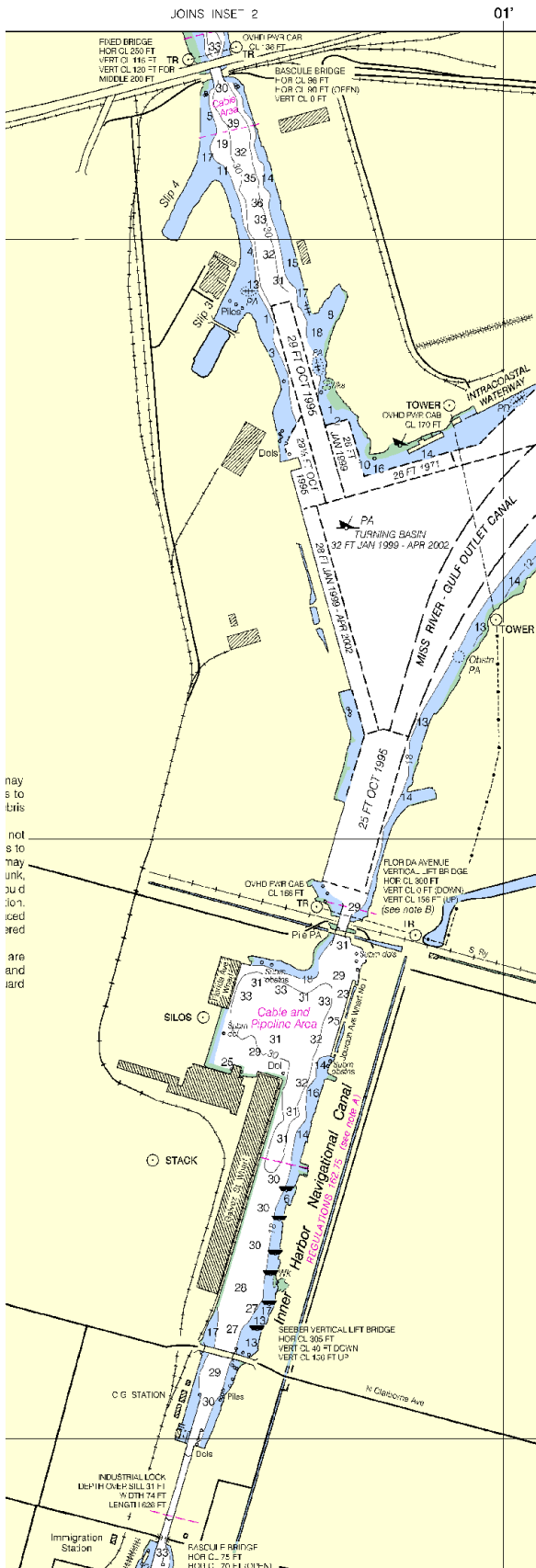




This BookletChart was reduced to 70% of the original chart scale.
 The new scale is 1:21429. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

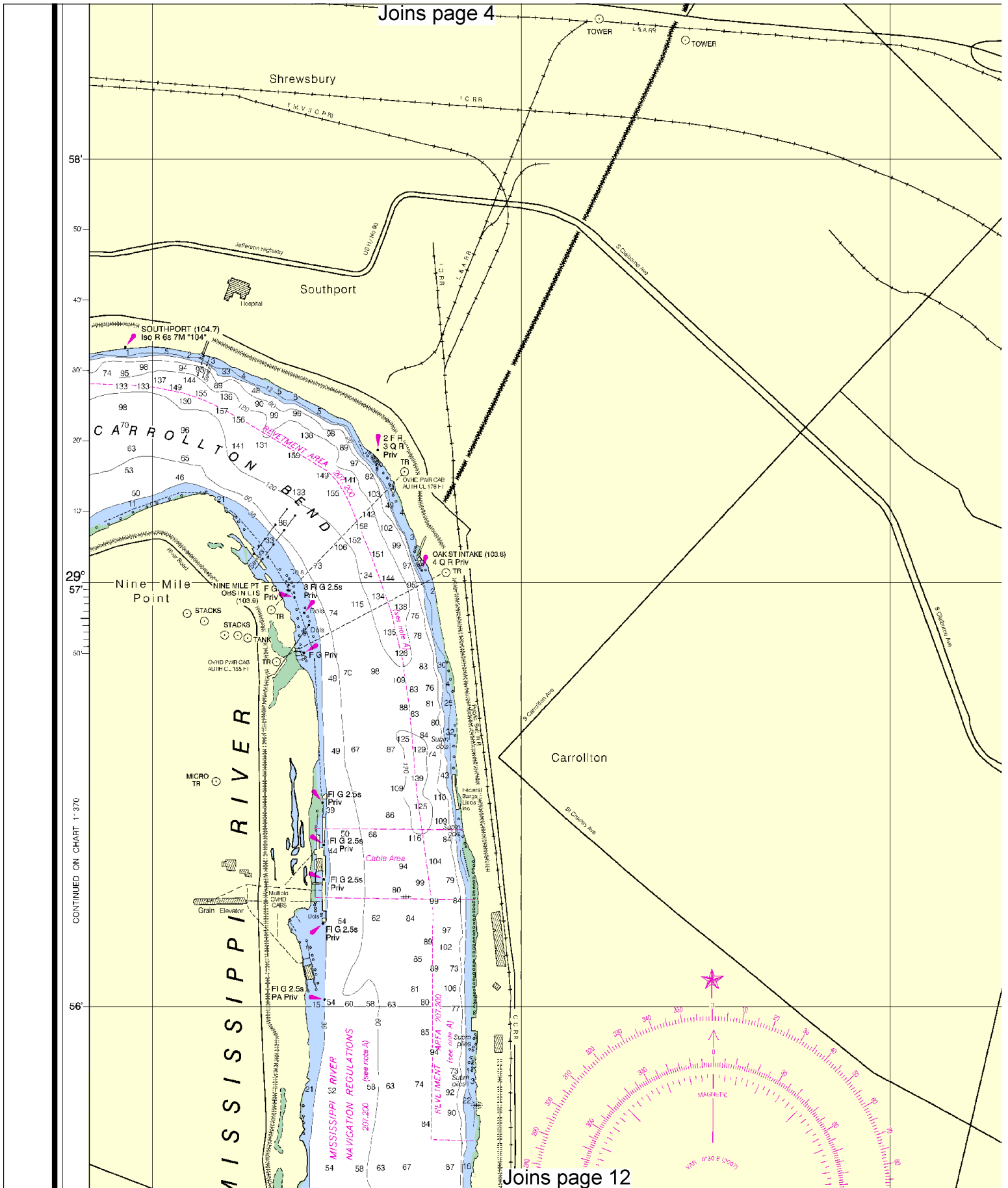


SOUNDINGS IN FEET



7

Joins page 4



8



Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.

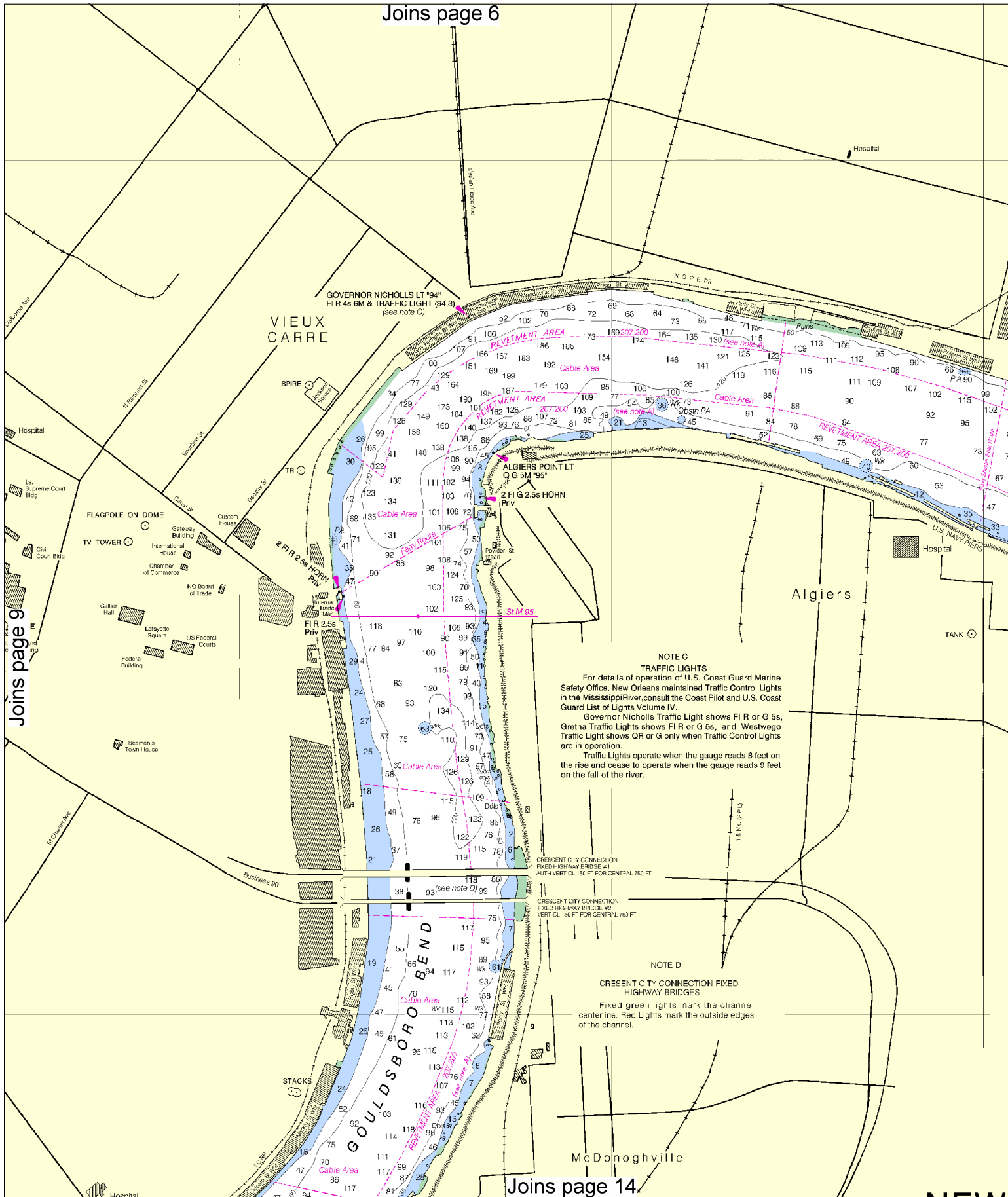


Joins page 5

NEW ORLEANS

Joins page 10

Joins page 13



Joins page 9

Joins page 14

10



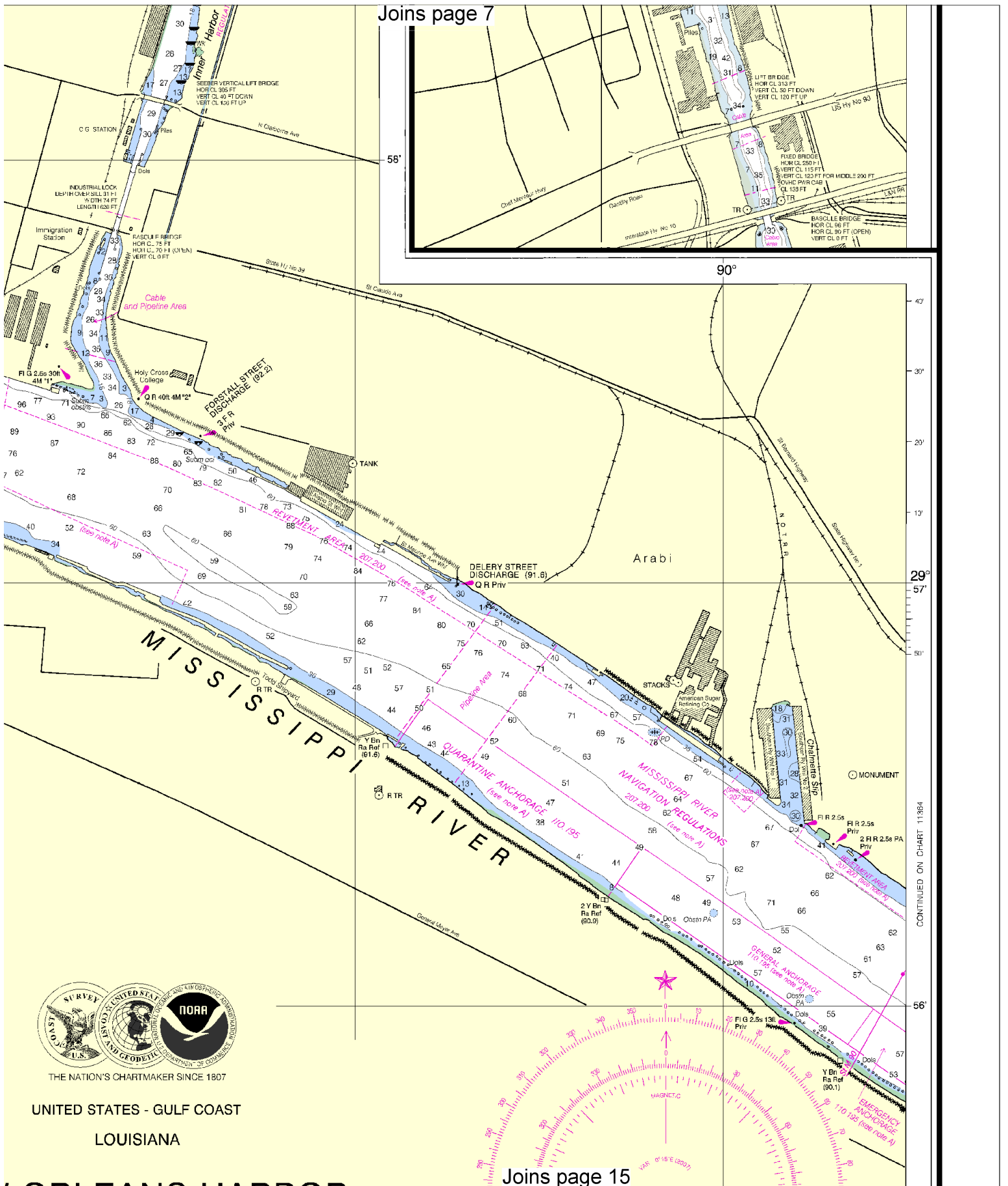
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SCALE 1:15,000
Nautical Miles

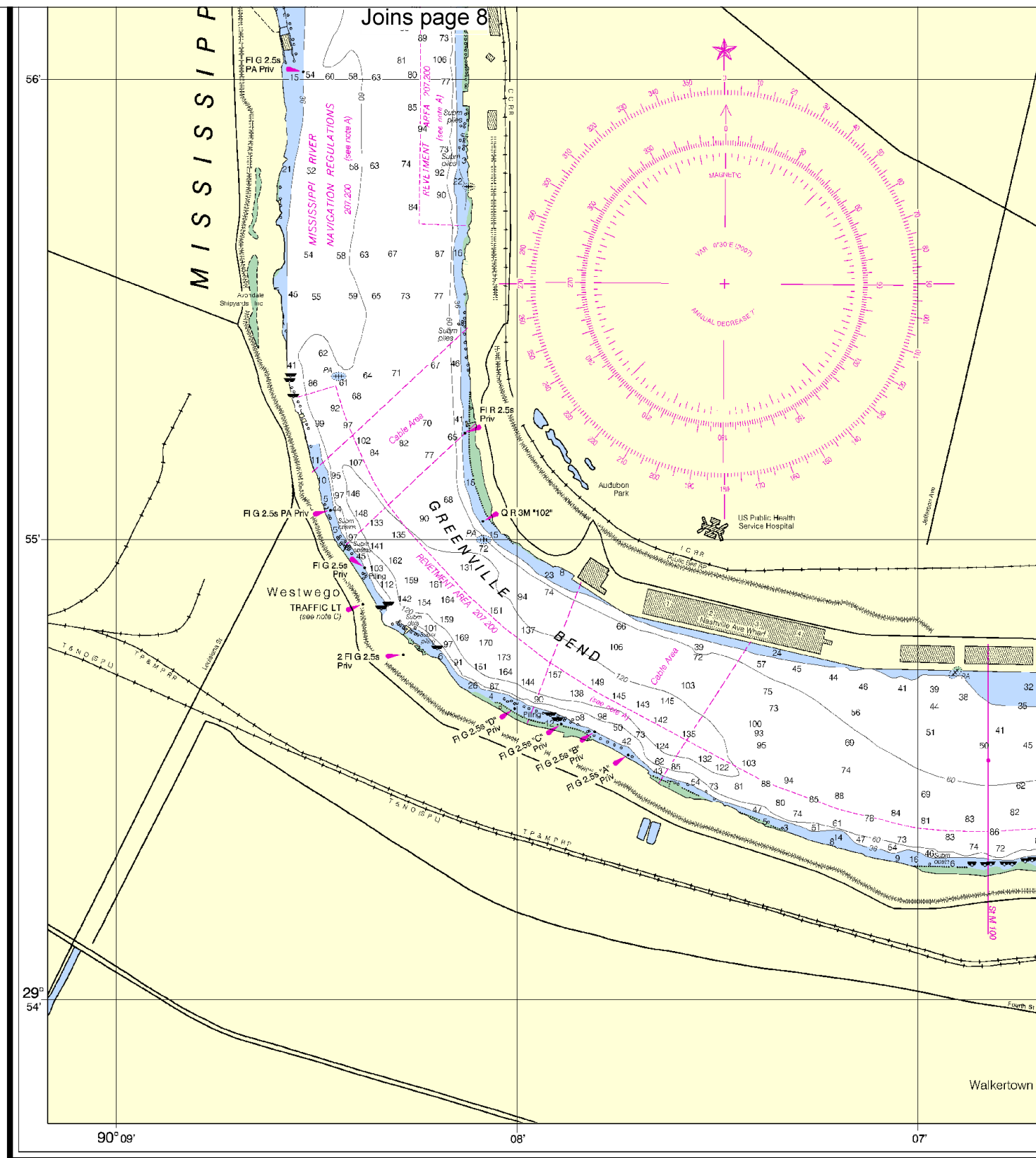
See Note on page 5.



Joins page 7



Joins page 15

24th Ed., Jul./07 ■ Corrected through NM Jul. 28/07
Corrected through LNM Jul. 17/07

11368

CAUTION

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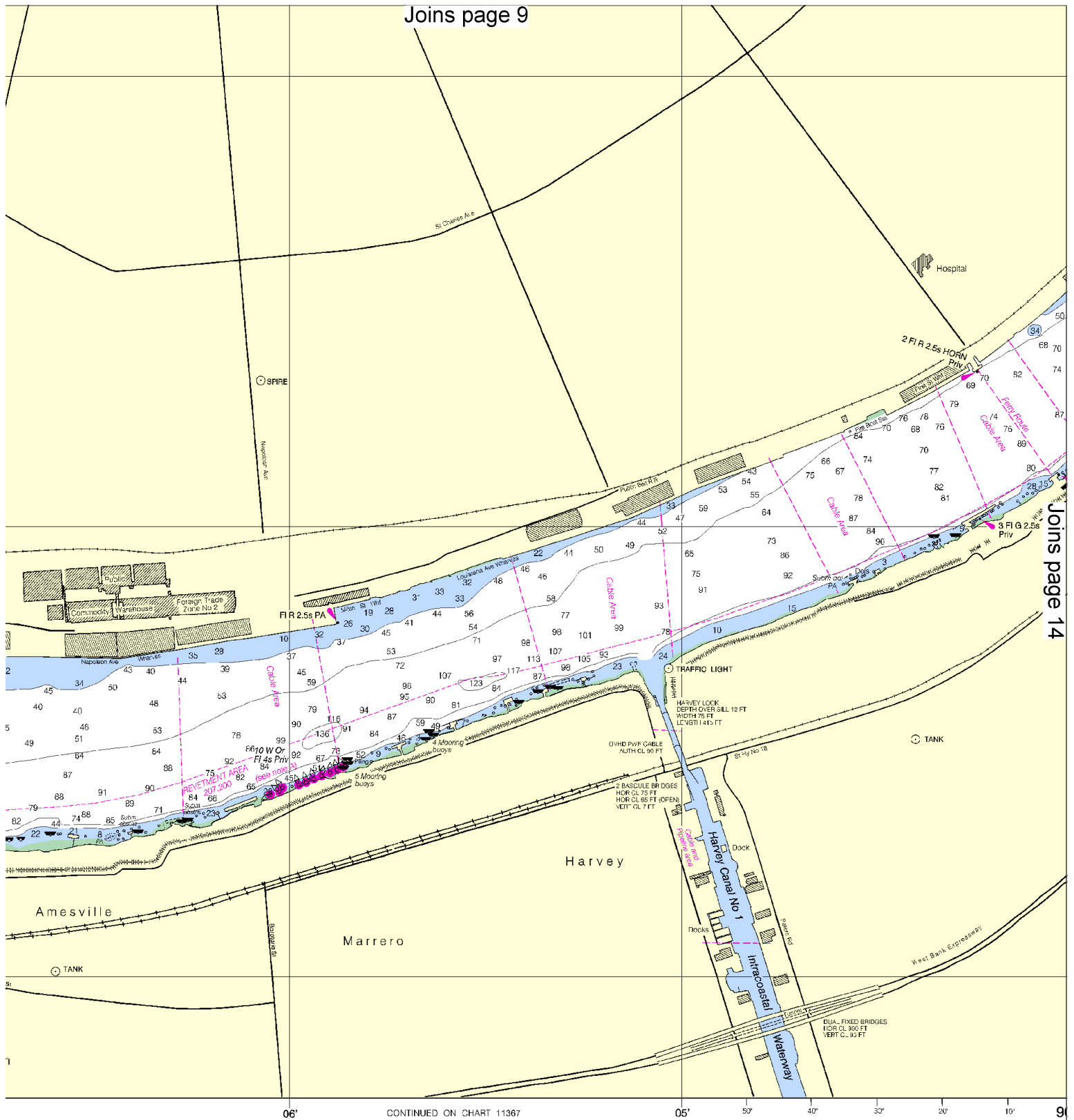


Printed at reduced scale.

~~SCALE 1:15,000~~
Nautical Miles

See Note on page 5.

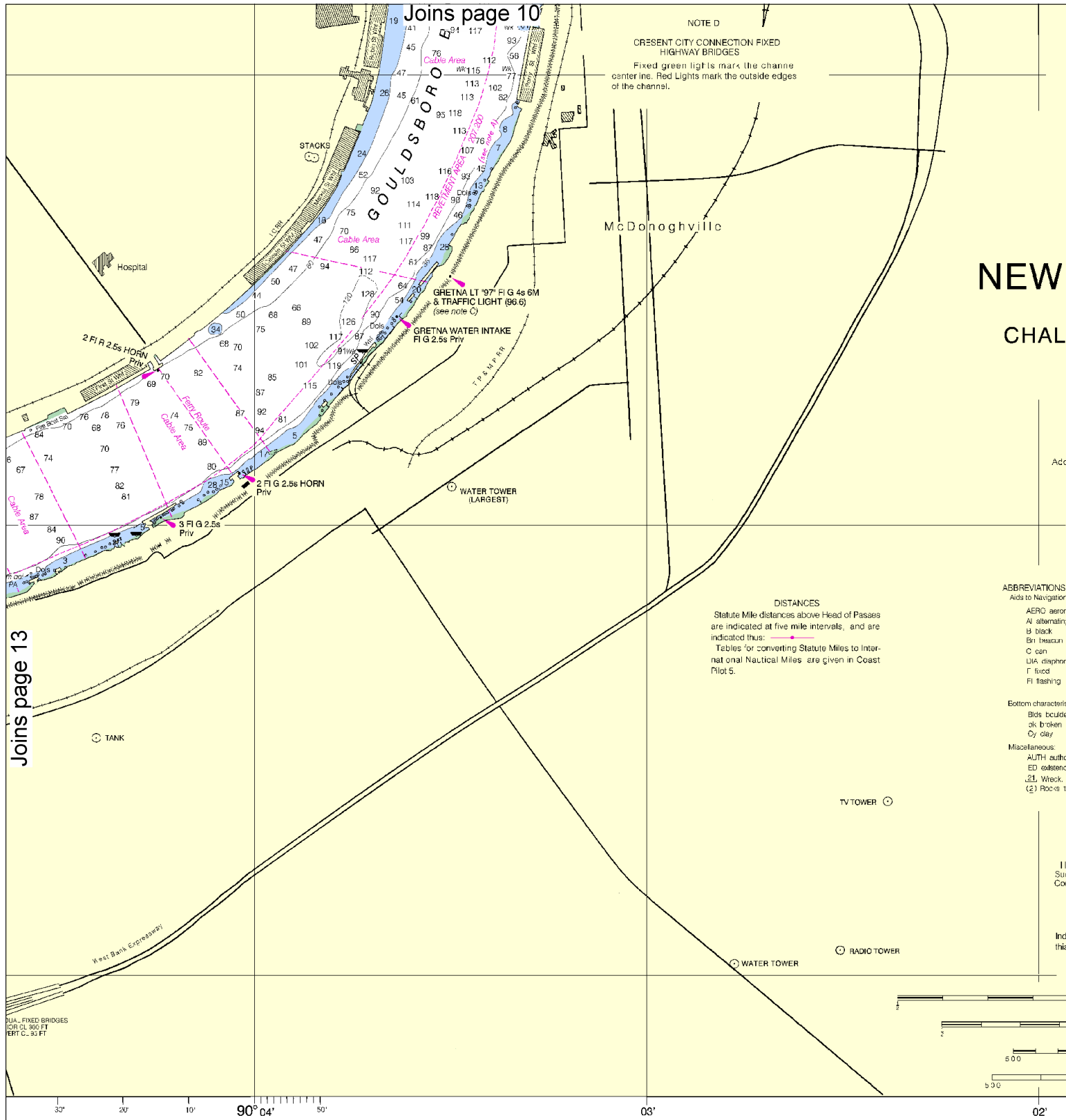




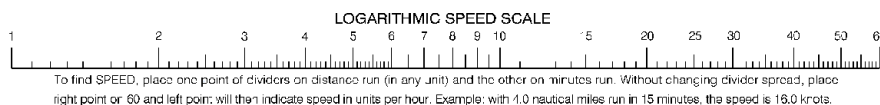
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charts. Ask your chart agent
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http://OceanGrafix.com, or

SOUNDINGS IN FEET

Published at Washington, D. C.
U. S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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COAST SURVEY



14

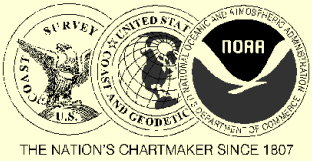


Printed at reduced scale.

SCALE 1:15,000
Nautical Miles

See Note on page 5.





UNITED STATES - GULF COAST
LOUISIANA

NEW ORLEANS HARBOR

CHALMETTE SLIP TO SOUTHPORT

Mercator Projection
Scale 1: 15,000 at Lat. 29° 57'
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

DEPTHS IN FEET at Mean Lower Low Water except in the Mississippi River above the Head of Passes where soundings are referred to the Low Water Reference Plane.

TIDES

At New Orleans, the diurnal range of the tide during low river stages averages 0.8 feet. There is no periodic tide at high river stages.

US (For complete list of Symbols and Abbreviations see Chart No. 1.)
ion (lights are white unless otherwise indicated):

nonautical	Q green	Mo Morse code	R TR radio tower
ding	IQ interrupted quick	N run	Rot rotating
	Isc isophase	OBSC obscured	s seconds
LT	LT I-O lighthouse	Oc occulting	SEC sector
M	M mut cal mile	Or orange	St M statute miles
m	m minutes	Q quick	VQ very quick
g	MICRO TR microwave tower	R red	W white
	Mir marker	Ra Ref radar reflector	WHIS whistle
		R En radiobeacon	Y yellow
eristics:			
iders	Co coral	q/ gray	Oys oysters
n	G gravel	h hard	Sh shells
	Gs grass	M mud	S sand
thorized	Obtain obstruction	PD position doubtful	Subm submerged
nce doubtful	PA position approximate	Rep reported	
k, rock, obstruction, or shoal swept clear to the depth indicated.			
s that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

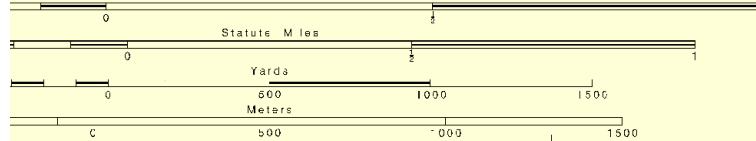
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Mississippi River Commission, Corps of Engineers, Geological Survey and U.S. Coast Guard.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification or these aids has been omitted from this chart.

SCALE 1:15,000
Nautical Miles



01'

90°

815.0 x 1033.0 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

MISSISSIPPI RIVER

The number in parentheses at the lighted aids are distances in statute miles above Head of Passes.

NOTE

Depths along the wharves are not charted because of continuous silting and repeated dredging in the waterfront area.

CAUTION

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NOAA WEATHER RADIO BROADCASTS

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New Orleans, LA KHB-43 162.55 MHz

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, La., or at the Office of the District Engineer, Corps of Engineers in New Orleans, La.
Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report a spill of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephonic communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.723" northward and 0.256" westward to agree with this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

OVERHEAD CLEARANCES

Bridge and overhead clearances are in feet and refer to the Mississippi River 1927 High Water Plane (HWP).

ED NO. 24

NSN 7642014010135
NGA REFERENCE NO. 11AHAT1368

New Orleans Harbor, Chalmette Slip to Southport
SOUNDINGS IN FEET - SCALE 1:15,000

11368

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group New Orleans – 504-846-6162

Coast Guard Station New Orleans – 504-846-6181

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.